

British Automobile



January 2025

A publication of the British Transportation Museum
321 Hopeland Street, Dayton, OH 45417

<https://www.britishtransportationmuseum.org>

Open Saturdays and Mondays from 10am to 4pm.

Museum tours are available by appointment.

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btmpres@gmail.com The British Transportation Museum (BTM) is a 501(c)3 non-profit charity dedicated to preserving our British motoring heritage through education and vehicle preservation. ©2021 British Transportation Museum. All Rights Reserved

Peter Stroble, President Jimmy Dean, Vice-President
Dean Anderson, Treasurer (vacant), Membership

Members at Large:

Bill Jacobs, Caroline Shinkle, Paul Strieby, John Kovalo

Nathan Vaughn, Newsletter Editor NathanVaughn303@gmail.com

Have a relevant story to share? Send it over!

NEXT MEETING – 7pm Feb 19th (3rd Wednesday)

**UPCOMING EVENTS – Tentative date for
BTM's Annual "Brits at the Museum" Car Show is May
24. Mark your calendars!**

**Great Buy on a Rare Jensen Healey By Peter
Stroble**

A clearance sale got the British Transportation Museum a 1974 Jensen Healey Mk. 2 for only \$250. The Getrag 5 speed, hardtop, and only 25k miles on a rust free body made the deal for us. The new property owner in Bloomington, Indiana just wanted to clear out the previous owner's cars.

Jensen Healeys came with a 2-liter Lotus 907 DOHC, 16 valve, 4-cylinder motor producing 144 bhp. The motor sits at a very rakish angle to allow for a low bonnet height. Weighting in at 2,408 lb. it would scoot. The European versions came with sexy twin Dell 'Orto carburetors while our USA version has twin CD175 Strombergs. Surprisingly, in this collection, there was also a Dell 'Orto carb'd Jensen available but for much more money.



1974 Jensen Healey

The suspension was adapted from the Vauxhall Firenza and was fairly conventional, coil springs all around with double wishbones in front and a live rear axle. Brakes consisted of discs in front and drums in back.



Jensen Healey 2.0 ltr. 16 valve DOHC engine

The Jensen Healey was a very successful SCCA "D" production race car. It won the championship its first year of racing in 1973. Maybe some of our readers remember Lee Mueller's win at Road Atlanta. Our 1974 version has a plaque on it proclaiming the win. Jensen Healeys went on to win the next three years as well. Part of the racing success has to be the backing of Austin Healey dealer Kjell Qvale of California. As a major shareholder of Jensen, what won at the track made more sales for his dealership.

Our Jensen Healey will require a bit of clean up but is very sound. It might have a frozen water pump as the motor turns over but not the belt driven water pump. The interior is complete and in good shape, just the foam seat bottoms have aged out. We were lucky to get the rare hardtop which looks good on the car. Ours has the rubber 5 mph bumpers which have not deteriorated unlike our Lotus Eclat bumpers that have withered away from the California sun.

An odd part of this 6 hour round trip was finding yet another Austin Princess Limousine. Giuseppe bought it as another bargain to join his personal Limo and a customer's Limo he is restoring. If you add the BTM Limo, we now have 4 under our roof. Maybe some sort of USA record?

You Can Never Have Enough Parts By Pete Stroble

More British parts have come our way. A building in Columbus, Ohio is changing owners and a pile of 40, mostly Jaguar, blocks and heads were offered to us. We just can't seem to say "NO". With a rented 26 ft. box truck, pallets, furniture dollies, and a cherry picker, we took on the challenge. A forklift that was supposed to be there did not show as the operator got sick.

Five volunteers; Jim Dean, Charlie Belknap, Dean Brigalli, Dave Roberson, and myself took on the challenge. Five engine blocks and four Jaguar cylinder heads were hauled out. One of the blocks was a heavy V12 Jag. A rare engine from the 40's-50's was a Bentley 6 cylinder "oise" (overhead intake valve, side exhaust

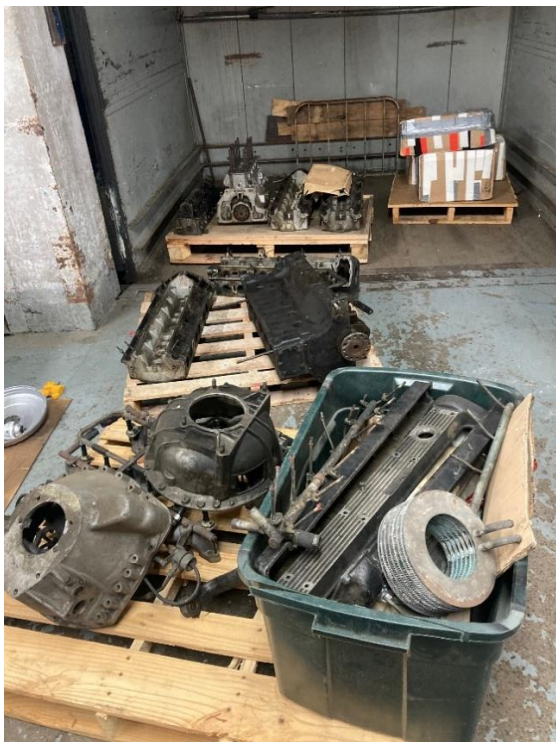
valve). Very neat! Assorted other parts included several Jag cam covers, cams, and NOS packaged parts. There was much more to be had if we'd only had the forklift. There might be a second trip in the offing.



Bentley flat head 6 cyl. "oise" engine



Jaguar XJS 12 bare block



Jaguar block, heads, and misc. parts

Not to be outdone by the Jaguar parts, Joe Montecalvo of Morro Bay, California mailed us 150 lbs. of Sunbeam parts as he downsized. This included 12 Stromberg carburetors, 4 SU HS6 carbs, and 3 aluminum cylinder heads. He shipped this all at his own expense. Joe sees that parts supplies are shrinking and need to be preserved for the future enthusiasts. BTM was the obvious choice to carry out this mission. Thank you, Joe.

LA Fires and British Cars

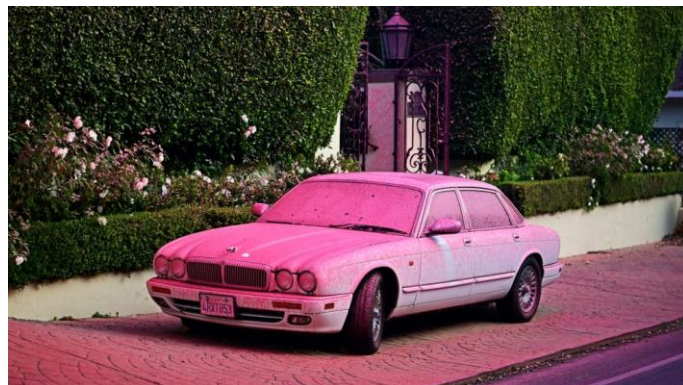
By Pete Stroble

BTM is getting several reports on the impact the LA fires are having on British car enthusiasts in California. I am sure there are many cars that were directly lost in the fires and their tragic stories will eventually come out.

Joe Montecalvo of Morro Bay, CA reports that two warehouse of vintage parts were consumed by the flames. They were the source of hard-to-find parts for Jay Leno's garage and many other shops. Those rare parts are getting rarer. John De Roy of the London Vintage Taxi Association is going through the hard decision of which of his four London Taxis he will be able to take with him in an emergency. It probably behooves all of us to think proactively of potential catastrophes; be it fires, flooding, hurricanes, etc. Is there an alternate safe

storage area out of harm's way?

Tom Tweed sent a Facebook post, that I can't seem to copy, of a beautiful Jaguar XJ Sedan covered in the red fire retardant that is being air dropped. No signs of a fire which is lucky but the clean-up is going to be interesting.



Jaguar XJ covered in "Phos-Chek" fire retardant. This product luckily contains corrosion inhibitors, for the benefit of the aircraft that drop it, but that also means it isn't particularly destructive to vehicles unless left unwashed for an extended period of time.

Editor's note

By Nathan Vaughn

Hello, as previously stated in the monthly meeting I have taken on the role of editor of this fine newsletter. Although I am from practically everywhere but Ohio (I have lived in CO, ID, MN, TX, and MI) I stumbled upon BTM during my travels and was impressed. Professionally, I am a calibration engineer working on pre-production vehicles for Stellantis here in Michigan. Which is to say I am familiar with the painful, difficult, and sometimes tedious process of preparing a vehicle for launch. Nothing brings a greater appreciation for the beautiful, unique, and well-engineered vehicles of the past, such as those on display at the museum, like stepping into the industry and seeing how the sausage is made.

As an appeal to the membership; this newsletter needs news and Pete can't be the only one who ever writes anything. Have a relevant story? Please send it over to me. My email is in the header. Include images if you have them. Nobody here is a professional journalist or writer so you don't have to be either.

Ron Parks Donates His 1956 Hercules English Bicycle

BTM Member Ron Parks has donated his first bicycle owned since childhood. His close relatives had started a savings account for him on his birth. When he hit the ripe old age of eleven, he was given the savings account and his first purchase was this Hercules bicycle. His Mother, Mertie Parks, encouraged the purchase as she had never had a bicycle as a child. The Hercules bicycle was the Cadillac of bikes back in the day. They were very light and had the Strumy Archer thumb activated 3 speed gear shifter. The Huffy's and Schwinn's were big and heavy and thus slow by comparison. Ron's bike was purchased from a Western Auto Store which has labeled it a "Western Flyer" with a decal. Thanks Ron for sharing your Hercules and its history for many to enjoy.



Ron Parks donates his 1956 Hercules Bicycle

Culture Works Panels

By Pete Stroble

The final piece of our Culture Works grant was completed by artist Atalie Gagnet. Five Dura-bond panels were painted "British Racing Green" with white British car logos on them. These panels will eventually find their way onto the front of our Hopeland Street building. The current deteriorating gray wood panels will come down and metal roofing panels will be the base for the logo panels to be mounted on. This will be a very nice visual upgrade for the Museum. We had purchased extra Dura-bond panels and can add future logos as the collection acquires different marques.

